

B. F. TAYLOR,  
Steamer.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS  
ORIENTAL AGENCY.  
Sole Agents for the  
UNITED ASBESTOS CO.  
LIMITED, LONDON.  
DODWELL & CO., LIMITED.  
General Managers.

NEW SERIES No. 4114. 日三十月一十年八十二緒光

FRIDAY, DECEMBER 12, 1902.

五拜禮 號二十月二十英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yes 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL RESERVE ..... " 6,000,000  
RESERVE FUND ..... " 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies.  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIEN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARS'S BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months, at 3 per cent.

" " "

TAKO HODSUMI,

Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$4,750,000

RESERVE LIABILITY OF PROPRTORS. \$10,000,000

COUNCIL OF DIRECTORS:

Hon. R. SHEWAN, Chairman.

A. J. RAYMOND, Esq., Deputy Chairman.

G. Balloch, Esq. C. Michelau, Esq.

Hon. C. W. Dickson. D. M. Moses, Esq.

E. Goetz, Esq. H. Schubart, Esq.

G. H. Medhurst, Esq. N. A. Siebs, Esq.

CHIEF MANAGER: H. E. Tomkins, Esq.

Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted

by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ per

cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. C. Ewens, Esq.

Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow

Tientsin, Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 4th October, 1902. [16]

# HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902.

## Banks.

THE GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS. \$5,120,000

U.S. Gold

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business

transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ " "

" 12 " 4 % "

E. F. GROS,  
Acting Manager,  
Hongkong, 1st December, 1902. [698d]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENSIN.

HANKOW.

H.E. Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

" 6 " "

" 12 " "

E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1902. [12]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

INTEREST ALLOWED on CURRENT  
ACC JUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fix: Deposits for 12 months... 4 per cent.

" 6 " ... 3½ "

" 12 " ... 3½ "

T. P. COCHRANE,  
Acting Manager.

Hongkong, 2nd June, 1902. [1116d]

## Hotels.

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Rooms specially reserved for Captains

of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

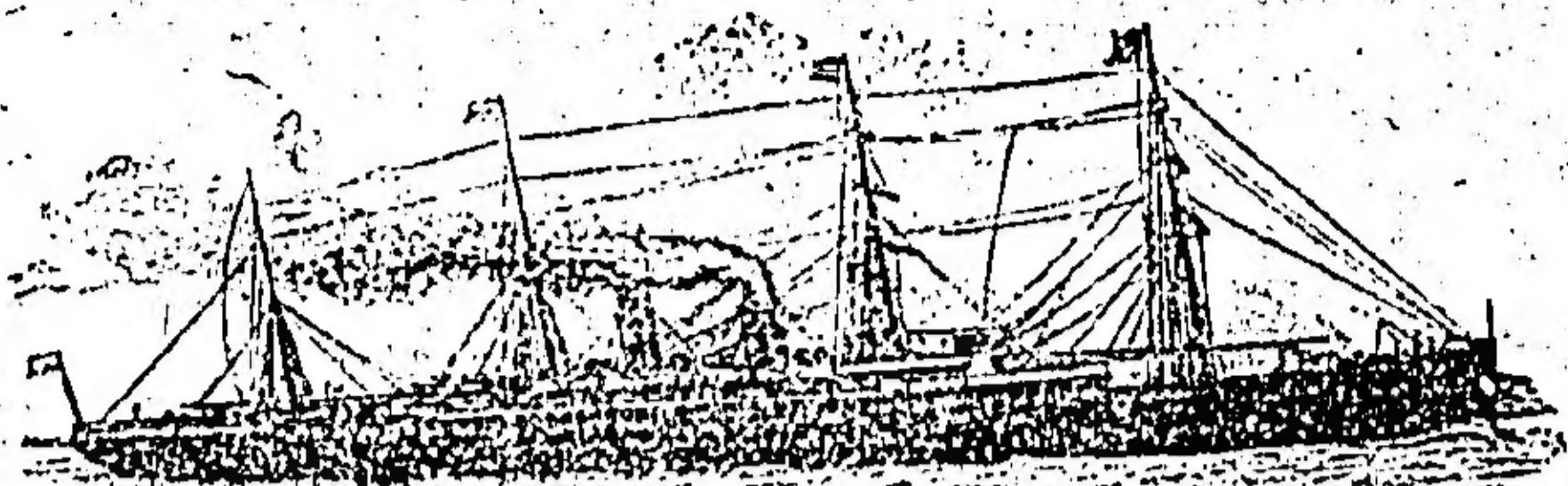
## Hongkong

## Hotel.

## Hongkong

MAILS.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA" .....	SATURDAY, 13th December, at Noon.
"GAELIC" .....	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU" .....	WEDNESDAY, 31st December, at Noon.
"CHINA" .....	THURSDAY, 8th January, 1903, at Noon.
"DORIC" .....	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU" .....	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA" .....	TUESDAY, 3rd February, 1903, at Noon.
"COTTOU" .....	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU" .....	TUESDAY, 17th February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by ss. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, RAILROADS, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-

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**THE CHINESE ENGINEERING AND MINING COMPANY.**

The shareholders in China of the C. E. & M. Coy., Ltd., which started with such a flare of editorial intrapets and stock-jobbers' puffery a year and a half ago, are now painfully undeceived and have taken this bit between their teeth in the hope of dismounting the directors in Brussels and the obedient tools of the said directors, the puppet board in London. Yesterday's meeting of disillusioned shareholders in Tientsin we suppose indicates the high-water mark of discontent, but we question very much whether it will have any great effect, especially as the hand of the "honest broker," pulling the Chinese strings and making Chang Yin-mow pretend to dance to the tune, that the other shareholders play is too apparent.

The appointment of a representative committee to investigate the affairs of the company can do no harm, but we scarcely think the movers and shakers can be serious when they talk of "managing" the affairs of the company in China before they settle with the precious boards in Belgium and London. Do they expect that the very astute Belgian and British promoters and directors in those cities are going to submit without a long and costly course of litigation, which may easily involve financial and other results that are at present undreamt of? We sincerely hope that the agitation no sooner will have the desired end and we cordially join in the condemnation of the directors in Europe who have so scandalously mismanaged the affairs of the company to put things in their most favourable light. But we none the less condemn the prime and original concocters of the conversion of the company. They are most to blame. But we do not say now who they are. We were the first to turn the search-light of publicity upon the mystery of the allotment of the 625,000 shares which were divided by the directors amongst themselves and their friends "for other considerations than cash," and we are therefore glad to see that Mr. Von Hanneken, who in the Somerset House Register is down for very many thousands of these shares, is amongst those who are now foremost in demanding an inquiry into the whole transaction. He is doubtless well able to explain what the "consideration" in his own case was, or he would not be so loud in his persistent denunciation of the others who got these shares. The committee, which has been appointed, consists of five Chinese, namely Chang Yin-mow, Shen Tun-ho, Chu Pao San, Tong Kidson, and Liang Wen-Teng; three Germans, Megars, G. Detring, his son-in-law Von Hanneken, and E. Heyl, and then to give it the necessary British complexion the names of Mr. C. M. Edge and C. J. Dudgeon have been added. It remains to be seen now what notice the British authorities at home will take of the agitation, which has in its elements of great danger if not skilfully handled and may lead to worse things than the mere loss of the shareholders' money. The whole transaction is far from creditable to the British flag, which has been dragged in to cover a mode of exploiting China that is familiar enough in the Congo State and the scramble for Africa's wealth by the Christian and civilized states of Europe, but we do not wish to see it imitated again in this part of the world. The idea of Chang Yin-mow and his continental friends in putting the scheme under the British flag was almost analogous to that of Li Hung-ching, and his crew in the Kowshing trick in

August 19. Have Li and his backers ever paid one cent for that scandalous rise to this day? Those who have the honour of the flag at heart should see that it is not abused. Mr. Von Hanneken let the cat out of the bag when he referred to Mr. Wynne's appointment as General Manager, in the letter we published in Thursday's issue:

The British shareholders, while looking after their own interests, should see that they are not used as catspaws, however much they may sympathise with Chang Yi and his present friends in distress—*China Gazette*, 29th ult.

**NEW "N.D.L." LINES.****MAGNIFICENT BOATS FOR THE SYDNEY, NEW GUINEA AND SINGAPORE SERVICE.**

The two new mail steamers, the *Prinz Waldegrave* and the *Prinz Sigismund*, which are to be put on the Singapore-New Guinea-Sydney line next summer by the Norddeutscher Lloyd, are twin screw vessels of a gross register tonnage of about 3,500 tons, and an average speed of 12 knots. They are 328 feet long, with a beam of 42 feet and a depth of 27 feet. These vessels, which have been especially built for this line are in every way fitted out to meet the exigencies of the service in question. Built of German steel, to the highest requirements of the Germanischer Lloyd, they are fitted with rolling chocks, a double bottom fore and aft, and eight water-tight bulkheads. Their dead weight capacity is about 3,500 tons; the engines are of 2,000 indicated horsepower, with a bunker capacity of 1,100 tons of coal. Deck erections consist of a forecastle, long bridge and poop, the two latter being connected by a promenade deck. Accommodation for 50 first class passengers is provided on the upper deck amidships, and for 40 second class in the poop. In addition to these about 24 third class passengers can be accommodated forward. The cabins are roomy, well-lighted, and ventilated. Both first and second class saloons are on the promenade deck. The ships are lighted throughout with electricity, besides being supplied with numerous electric fans. Having regard to the service in the tropics, the promenade deck has been built as spacious and airy as possible, a shade deck covering the whole. Adequate refrigerating apparatus is supplied for the transportation of frozen meat, etc.

Each vessel carries 8 boats, including a steam-pinnace. The steamers, which are schooner-rigged, with two pole masts and two funnels, present a very smart appearance, and should soon become popular with the travelling public.

**A CURRENCY PETITION.**

The following petition has been drawn up, for presentation to his Excellency the Governor of the Straits Settlements:

TO HIS EXCELLENCY SIR FRANK ATHILSTAN SWETTENHAM,

Knight Commander of the most Distinguished Order of Saint Michael and Saint George. Governor and Commander-in-Chief of the Colony of the Straits Settlements.

The humble petition of the undersigned inhabitants of Singapor and Members of the Maritime, Commercial, and Trade communities, Land Owners, Professional Men, Chinese, Indian and other Merchants,

Sheweth that

1. The Silver Dollar—the legal currency of the Colony—has since the first day of the present year declined in value by more than 15 per cent. The dollar being a coin dependent

upon the price of silver and accordingly at the mercy of speculators in that metal, who can raise or depress Exchange to suit their interests, is liable to violent fluctuations, and it has been painfully evident that violent fluctuations in Exchange are very detrimental to the general interests of the Colony.

upon the price of silver and accordingly at the mercy of speculators in that metal, who can raise or depress Exchange to suit their interests, is liable to violent fluctuations, and it has been painfully evident that violent fluctuations in Exchange are very detrimental to the general interests of the Colony.

2. Even if the contention that a dollar of low value is encouraging to a portion of the trade of the Colony be granted, it must without doubt be admitted that there are numerous interests which have been prejudicially affected by the severe fall in silver which has recently taken place.

3. It is the opinion of those your petitioners who desire a dollar of low value that there must be some point when the advantages derived from low exchange become distinct disadvantages and that this point has been passed.

4. Your petitioners, without expressing any views as to the saving value to be given to the dollar, desire to place before your Excellency their opinion that it is extremely desirable that the legal currency of the Colony and of the Federated Malay States should have a fixed relative value to the British sterling sovereign.

Your petitioners therefore humbly pray that your Excellency will by telegraphic despatch, cause their views to be laid before the Committee which is now sitting in England to consider the currency of the Colony and of the Federated Malay States.

And your petitioners will ever pray, &c.

**THE U.S.S. "MONOCACY."**

The old *Monocacy*, for more than thirty-five years stationed in China waters, is at last to be sold. She is the sole survivor of seven double-decker side-wheel steamers built in iron during the close of the Civil War. The *Monocacy* was built by Denmead & Son, Baltimore, in 1866, and departed for the Asiatic station in May, 1866, her first commanding officer being Commander S. P. Carter. Of the seventeen officers who first joined the ship only two are still in the navy, namely, Chief Engineer D. P. McCarter, retired in 1891, and Passed Assistant Engineer J. W. Saville, retired in 1871.

The others are either dead or have left the service. The *Monocacy* has been obsolete and useless as a war vessel for more than twenty-five years and excited the derision of the Chinese who, until 1890, believed this vessel to be a representative of the United States navy and made unfavourable comparisons with powerful ships of other nations. Her service has been confined to the coast and rivers of China and in winter quarters at Tientsin the greater part of the time. During the Spanish-American war the vessel discreetly remained at Shanghai. During the recent troubles in China the old *Monocacy* came within range of the Taku forts and Chinese rebels sent a shot through her bow and smashed one of her boats at its davits. The fire was not returned, as Rear-Admiral Kempff was of the opinion that no war existed between the Chinese and the United States. The career of the *Monocacy* is now drawing to a close, and she will be missed because she been the temporary home of more naval officers than any other vessel in the navy, excepting the receiving ships. The fate of the seven sister ships of the *Monocacy* class has been rather inglorious. The *Musconet*, *Shamokin*, and *Winnepeg* were sold in 1869; the *Mohonzo*, sold in 1870, ran for some years in the coasting trade on this coast, and was finally disposed of as old metal, her hull being converted into nails and

2. The Silver Dollar—the legal currency of the Colony—has since the first day of the present year declined in value by more than 15 per cent. The dollar being a coin dependent upon the price of silver and accordingly at the mercy of speculators in that metal, who can raise or depress Exchange to suit their interests, is liable to violent fluctuations, and it has been painfully evident that violent fluctuations in Exchange are very detrimental to the general interests of the Colony.

3. It is the opinion of those your petitioners who desire a dollar of low value that there must be some point when the advantages derived from low exchange become distinct disadvantages and that this point has been passed.

4. Your petitioners, without expressing any views as to the saving value to be given to the dollar, desire to place before your Excellency their opinion that it is extremely desirable that the legal currency of the Colony and of the Federated Malay States should have a fixed relative value to the British sterling sovereign.

And your petitioners will ever pray, &c.

**Intimations.****JUST LANDED.**

Per S.S. "EASTERN."

**FRESH AUSTRALIAN BUTTER**

In prints 9 cents per pound.

Fresh Australian Cheese.

Fresh Australian Striped Bacon.

H. RUTTONJEE, No. 5, D'Aguilar Street, Hongkong, No. 39, Elgin Road, Kowloon, Hongkong, 11th December, 1902. [8074]

**LEVY HERMANOS**

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS

guarantee given to every purchaser.

40 QUEEN'S ROAD, Waterson's Building.

40

PROPOSED SAILINGS FROM HONGKONG

VIA SHANGHAI, INLAND SEA OF JAPAN,

KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Captains. Tons. 1902-03

Tacoma ..... A. Dixon ..... 2,811 Dec. 17

Tremont ..... 9,606 Dec. 30

Victoria ..... J. Panton ..... 3,102 Jan. 3

To LET.

Two SPACIOUS GODOWNS—Nos. 95

and 96, PRAYA EAST.

TWO ROOMS above NEW VICTORIA HOTEL.

Apply to H. N. MODY,

Victoria Buildings.

Hongkong, 4th December, 1902. [1328d]

To LET.

"THE RETREAT," MOUNT KELLETT.

HOUSES at CAUSEWAY BAY, facing the

Polo Ground.

No. 1, RIBOT TERRACE.

GODOWNS at BOWRINGTON, Praya East.

Apply to THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 29th November, 1902. [1329d]

To LET.

NO. 4, KNUTSFORD TERRACE—Kow-

loon.

Apply to THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 21st November, 1902. [132d]

To LET.

SEVERAL NEWLY BUILT EUROPEAN

SHOESSES in LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON

LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 20th October, 1902. [1344d]

To LET.

M. EIRION No. 2, the Peak, 6-Room

House near the Flagstaff, from 15th

October, 1902.

Apply to E. JONES HUGHES,

Hongkong, 7th October, 1902. [1333d]

To LET.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

The Undersigned AGENTS of the above

Company are prepared to accept Fire

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

Hongkong, 28th May, 1902. [1331d]

SIEMSEN & CO.

Hongkong, 28th May, 1902. [1331d]

To LET.

THE HONGKONG TELEGRAPH, FRIDAY, DECEMBER 12, 1902.

9791

**Maths.****NIPPON YUSEN KAISHA.****(THE JAPAN MAIL STEAMSHIP COMPANY.)****PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.****STEAMERS DESTINATIONS SAILING DATES.**

KANAGAWA MARU ..... MARSEILLE, LONDON & ANT. SATURDAY 13th Dec., at Daylight.

J. MacKenzie ..... WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. TUESDAY 17th Dec., at Daylight.

TAME MARU ..... NAGASAKI, KOBE and YOKO. TUESDAY, 16th Dec., at Daylight.

J. W. Waite ..... HAMA, VICTORIA, B.C., and SEATTLE. TUESDAY, 16th Dec., at 4 P.M.

F. L. Pyne ..... U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. TUESDAY, 27th Dec., at Daylight.

SADO MARU ..... M. J. Curnow ..... MARSEILLE, LONDON & ANT. TUESDAY, 27th Dec., at Noon.

YAWATA MARU ..... A. E. Moses ..... NAGASAKI, KOBE and YOKO. TUESDAY, 30th Dec., at 4 P.M.

SHINANO MARU ..... M. J. Curnow ..... VICTORIA, B.C., and SEATTLE. TUESDAY, 30th Dec., at Noon.

KUMANO MAR

## Intimations.

**A. S. WATSON**  
AND CO., LTD.

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

## BRANDY.

	Per case of 12 doz.	Per bottle
A.—HENNESSY'S OLD PALE		
RED CAPSULE ... \$20.00	\$1.80	
B.—SUPERIOR VERY OLD		
COGNAC, RED CAPSULE ... 27.00	2.25	
C.—VERY OLD LIQUEUR		
COGNAC ... 33.00	2.75	
D.—HENNESSY'S FINEST		
VERY OLD LIQUEUR		
COGNAC, 1872 VINTAGE,		
RED CAPSULE ... 40.00	3.50	

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

**A. S. WATSON & Co., LIMITED,**

*The Hongkong Dispensary.*

1st December, 1902.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. R. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & Co.,**  
**祥利廣**  
17A, QUEEN'S ROAD.

FURNITURE DEALERS.

RAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS,

COUNTERPANES,

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND LIQUORS A SPECIALTY.

DINNERS AND TIFFINS SERVED ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &amp;c.

AT ALL HOURS.

Messrs. J. H. DOWNS and J. CHRISTIE,  
Proprietors.

Hongkong, 8th December, 1902.

## NOTICE.

All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communication should be addressed to The Manager.

The Editor will not be liable to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per minute.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. One copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## THE CLIVE'S SUDDEN DEPARTURE.

The Royal Indian Marine steamer *Clive*, which left here for the north a few days ago, left Bombay at midnight on the 21st ult. under sealed orders. She was believed to have proceeded to Aden. The *Clive* was due to leave Bombay for Karachi on the 24th ult., with troops, but that order was cancelled.

**GAMBLER'S FATAL LEAP.**—Accompanied by seven Chinese constables, Detective Sergeant Morrison last evening raided No. 314 Queen's Road Central, where upwards of thirty men were discovered gambling. When the representatives of the law intruded upon their privacy the gamblers rushed on the verandah, and one of the more desperate characters jumped into the street, where he was discovered in a senseless condition. He was removed to hospital, but died soon afterwards. Twenty-two others were arrested and taken before Mr. Hazelton, who fined the two principals \$50 each, and the remainder \$3 a piece.

**THE SECOND STREET COLLAPSE.**—Mr. F. A. Hazelton was approached this morning at the Magistracy, by Mr. Goldring, of Messrs. Deacon and Hastings, regarding the question of bail in the case of the two contractors who are now awaiting trial in connection with the Second Street collapse. His Worship intimated that he could not fix bail without the consent of the Crown Solicitor, and after Mr. Goldring had had a lengthy consultation with Mr. F. B. L. Bowley he decided that the prisoners could be admitted to bail in the sum of \$10,000 each.

**RUSSIAN LIFE TO BE STAGED.**—A cable to the *Sun* from Paris says: Tolstoi's drama, *The Resurrection*, which is now being rehearsed, promises to be the theatrical event of the Paris season. It contains striking scenes, depicting the life of the Russian aristocracy, life in a Russian prison and the transportation of convicts to Siberia. The Russian authorities have granted the use in Paris of the actual prison dresses from a Moscow jail. The play has been adapted for the English stage by Michael Morton, and has received the sanction of the Lord Chamberlain.

**ANALYSES OF PUBLIC WATER.**—The analyses by Mr. F. Browne, Government Analyst, of public water supplies for the month of November, show that the water in every case was of excellent quality.

**THE MORTALITY STATISTICS** for the Colony for the week ended 24th November showed the death-rate per 1,000 per annum to be 15.2 per cent., against 20.7 in the previous week and 17 for the corresponding week of last year.

**KING OSCAR'S AWARD.**—The suggestion that King Oscar has permitted himself to be influenced in his Samoa award by the German Government is one against which it is our bounden duty to protest. *Svenska Dagbladet*, Stockholm.

**LIMEWASHING RETURNS.**—The lime-washing returns for the fortnight ended 6th December give 2,688 as treated in the Central district and 1,371 in the Western. There were four prosecutions in the former district, and fines were imposed to the amount of \$16.

**ITEMS.**—Japan papers state, that it was at a wild duck hunting party on the Imperial estate of Niishina, Chiba prefecture, that the death of Colonel Buck occurred. A live torpedo, lost by the destroyer *Yukiri*, is wandering somewhere in the neighbourhood of Imaikouki.

**THE E TIMBER-LADEN VESSEL** that drifted ashore on the coast of Formosa is the new schooner *Oleis Pedersen*, from New Whitcom for Hongkong, which we reported several weeks back, was abandoned at sea on the 5th of October last with loss of rudder, the crew being taken on to Nagasaki by the U.S.S. *Princeton*.

**BY KIND PERMISSION** of Lt.-Col. Birdwood and officers, the Band of the 10th Bombay Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) from 8 to 9.30 p.m.

## PROGRAMME.

1. March ... "Francesca" ... Cousin 2. Valentine ... "España" ... Waiteford 3. Selection ... "Runaway Girl" ... Carroll 4. Solo ... "Promise of Life" ... Cowell 5. Valentine ... "Source D'Avril" ... Deppert 6. Bara Danse "Happy Darkles" ... Godfrey. God Save the King.

**SALE OF A BARQUE.**—The British iron barque *Grosvenor*, which has been in port for several months past, was put up for sale by public auction this morning. There were about fifteen intending purchasers present, and the ship was ultimately bought by Capt. Brown, of the Hongkong and Kowloon Wharf and Godown Co. who secured her with \$9,000, or only \$2,000 beyond the figure at which bidding commenced. The barque has a registered tonnage of 516 tons; length 165 feet; beam 28 feet; depth of hold, 17 feet 3 inches; and carrying capacity, 700 tons deadweight.

Officers for 1902-1903 are as follows:

Worshipful Master: Wor. Bro. H. W. Wolfe. Immediate Past Master: Wor. Bro. G. G. Burnett. Senior Warden: Mr. H. Varcoe. Junior Warden: Mr. W. H. Woolley. Director of Ceremonies: Mr. G. Cimblett. Treasurer: Wor. Bro. H. Watson. Secretary: Mr. W. L. Ford. Steward: Bros. A. M. Thornhill, Mr. J. Gettingby, Mr. T. Tyler, Mr. J. Vanstone.

I also examined a great many puddles of water due to the poring of water from the

**COTTAM & CO. FOR GENT'S FATH-  
ING GEAR.**

**COTTAM & CO. FOR SUN HATS.**

**COTTAM & CO. FOR SUMMER  
UNDERWEAR.**

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this forenoon in the Council Chamber. There were present:—His Excellency Major General Sir W. J. Gascoigne, K.C.M.G. (Officer Commanding the Troops); Hon. F. H. May, C.V.O. (Colonial Secretary); Hon. Sir H. Spencer Berkeley, K.B. (Attorney General); Hon. Dr. F. W. Clark, (Medical Officer of Health); Hon. Commander R. M. Rumsey, R.N. (Harbour Master); Hon. A. M. Thomson (Colonial Treasurer); Hon. W. Chatham (Director of Public Works); Hon. C. W. Dickson, Hon. C. S. Sharpe, Hon. G. W. F. Playfair, Hon. R. Shewan, Hon. Dr. Ho Kai, Hon. Wei A Yuk and Mr. C. Clementi, (Acting Clerk of Councils).

## THE PEAK WATER SUPPLY.

The Hon. G. W. F. Playfair, in pursuance of notice moved, "That His Excellency should be requested to appoint an independent Committee unconnected with the Public Works Department to examine into the truth of the statements contained in the return tabled by the Director of Public Works of the supply of water to the upper levels of the Peak in November last and up to the date of that return." He then read the following letter, which he had received from a prominent resident at the peak, but did not divulge the name of the writer:

Hongkong, 6th Dec., 1902.

Dear Sir,—I understand that in a return laid before the Legislative Council by the Director of Public Works the water supply of \*\*\* was shown as satisfactory; and I believe the delay in getting out the water accounts was ascribed to the employment of high officers of the Department on inspection for the compilation of

the statement that the supply is satisfactory is distinctly contrary to fact, and the only officer of the department I can hear of as having visited the houses is Solomon. He spoke to my servant, but no one has made any inquiries of my next door neighbour or myself. On the other hand I informed the Director of Public Works early in November in a letter, which he has not yet acknowledged, that on one day the amount delivered through the pipe was half a bucket and I pointed out that was not sufficient for 19 souls.

My next door neighbour tells me that he has to have most of his water obtained by coolies. The supply cannot have been inspected by an engineer as he would have seen that an adequate supply cannot run through the size of pipe in 4 or 5 hours with the pressure allowed.

Yours truly,

The Hon. G. W. F. Playfair.

The Hon. Member then stated that as the Hon. D. P. W. had prepared a statement regarding the supply of water to the houses at the Peak, and was also pushing the investigations, he would withdraw his motion.

This course was agreed to. The statement referred to was laid on the table, but its contents were of a private nature.

## STAR FERRY BY-LAWS.

The Hon. C. S. Sharp moved the third reading of the Bill entitled An Ordinance to authorize the making of Bye-laws by the Star Ferry Company, Limited.

Hon. Dickson seconded, and the Bill was read a third time and passed.

## NEW TERRITORIES TITLE ORDINANCE.

The Hon. Sir H. S. Berkevay moved the third reading of the Bill entitled The New Territories Titles Ordinance.

The Hon. F. H. May seconded, and the Bill having been read was passed.

## PUBLIC HEALTH AND BUILDINGS BILL.

The Hon. Sir H. S. Berkeley moved that the Council resolve itself into Committee on the Bill entitled An Ordinance to consolidate and amend the laws relating to Public Health and Buildings.

The Hon. May seconded the motion, and the further reading of the Bill, clause by clause, was proceeded with, the Council afterwards adjourning.

## MOSQUITOS AND MALARIA.

## DR. THOMSON'S COMMUNICATION.

At the meeting of the Sanitary Board this afternoon the following letter from Dr. Thomson relative to the extermination of mosquitoes was considered:

Hongkong, 25th October, 1902.

Sir,—I have the honour to report for the information of His Excellency the Governor that, I made a careful investigation of the nullah crossing MacDonnell Road and its neighbourhood with reference to the presence of the larvae of mosquito, on the afternoon of yesterday and the previous day, with result as follows:

The most easterly of the three nullahs, that pass on the east side of the Honourable Wei A Yuk's house is untrained and it swarms with anophelites larvae throughout. I found a gang of coolies acting under the orders of the P.W.D. commencing the work of filling in holes and levelling out the centre of the bed of the stream.

The next nullah is roughly trained with a stone pavement which offers many hollows where anophelites might readily breed. There was evidence of kerosene having been used, and I was not able to demonstrate their presence below Bowen Road. At the level the training ceases, and immediately above Bowen Road I found anophelites larvae abundant.

The most westerly nullah is much better trained with a smooth bed for the stream made of a coarse concrete, and the result of my search was as in the last described nullah. Immediately above Bowen Road, larvae were abundant. Several branches of nullahs are at present dry.

I also examined a great many puddles of water due to the poring of water from the

hillside or from the excavations on MacDonnell Road itself, behind certain of the houses and up on the level of Bowen Road, I found anophelites larvae present in all of them except where there was evidence of kerosene having been used.

A very interesting and practically important circumstance came to my notice in my examination of some of these roadside puddles. On the Bowen Road level where they are undisturbed, I found such collections of water literally swarming with both anophelites and culex larvae where oil had been adequately used, but there was a middle series, in which only a little kerosene was present covering the surface imperfectly in which I found plenty of culex larva, but none of anophelites. The latter seem fortunately more easily destroyed than the former, culex being apparently able to push its respiratory siphon clear of a thin oil layer for breathing purposes in circumstances where anophelites, not possessing this special breathing tube, cannot live. The species of anophelites found was anophelites maculata, and the larvae which I group as culex were those of *Anopheles stroblianus* and *culex fatigans*. Having in view the foregoing observations, offer the following recommendations:

1.—The operations at present in progress in the most easterly nullah should be carried well above Bowen Road and should be followed as soon as possible by a complete training of the nullah.

2.—The training of the other two nullahs should be carried higher up the hill and until this can be arranged, temporary measures such as those in progress in the eastward nullah should be used for some distance above Bowen Road. The middle nullah should receive throughout a floor of concrete over its present pavement and certain breaks in the concrete floor and sides of the most westerly nullah should be repaired.

3.—Efforts should be made to give free concrete tunnels to all oozing water, and the hillside oozing should as much as possible be received on well-sloped concrete surfaces, to prevent the presence of little stagnant pools of water.

4.—It is essential to take into account the district well above Bowen Road in all the operations for improvement of the health of MacDonnell Road, in which, as well as in Kennedy Road below it malaria is severely prevalent. Otherwise the presence of such swarms of anophelites as I found in the larvae stage just above Bowen Road will nullify the efforts made on the slightly lower level.

5.—The co-operation of the military authorities in the matter of dealing with extensive water puddles on military land just below Kennedy Road necessary to any success in the direction indicated. These should be cleared away by

## TELEGRAMS.

## HONGKONG TELEGRAPH SERVICE.

(By special arrangement with "Der Ostasiatische Lloyd.")

## Venezuelan Fleet Captured. The Blockade of the Coast.

## GOVERNMENT STUBBORNLY RESISTS.

BERLIN, 11th December,

5.34 p.m.

The terms of the Ultimatum, delivered to the Government at Caracas by the representatives of England and Germany, not having been complied with joint action was taken by the two Powers and the Venezuelan men-of-war were captured. The blockade of the coast was then declared, the Eastern portion being guarded by England, while Germany was in charge of the Western. The English and German subjects, who were arrested by President Castro, have been released through the intervention of the American representative. The Government in Caracas still continues to offer a stubborn resistance.

## French Press and Shanghai Evacuation.

The French press still continues to accuse Germany with regard to the question of evacuating Shanghai.

## Reichstag Debates Progressing Favourably.

The Customs Tariff debates in the Reichstag are progressing favourably, and there is now great hope that the third reading will be finished before Christmas. The Bill will not be discussed until the Tariff Bill has been passed.

(Reuters.)

## The Venezuelan Difficulty.

LONDON, December 10th. Advice from Caracas dated the 9th instant, state that the combined English and German fleets that day seized the Venezuelan fleet of four warships then lying in the harbour of Lagunaria, and that all the English subjects at Caracas had been arrested.

LATER.

## The Marseilles Strike.

The Marseilles strikers have refused to negotiate further with the employers or the Government, and have resolved to continue the struggle to the bitter end.

## The Venezuelan Difficulty.

Satisfaction is expressed in London at the arrest of British subjects at Caracas, they being considered safer in prison than at the mercy of the populace.

(N. C. D. Neves.)

## A Warning to The Church in France.

LONDON, 6th December.

The French Government has suppressed the stinks of several bishops, including the Archbishop of Besançon, for signing a petition in favour of the confederacies.

## The Sugar Convention in France.

The French Chamber has adopted a bill reducing the Sugar Tax, and has approved the Brussels Convention.

## The Education Bill in the Lords.

The Education Bill has passed its second reading in the House of Lords by 147 votes to 37.

## HONGKONG REGATTA.

YESTERDAY'S RACES.

The following results arrived too late for insertion in our edition last evening:—

4th Race.—3.30 p.m. Harbour Police.—Open to the Chinese Members of the Harbour Police. To be rowed in the Service Boats. Distance, One Mile. Entrance, 50 cents. Winner of 3rd Race, First Day, excluded. First prize, \$10. Second prize, \$4. Three Boats to start for two prizes.

Station No. 1, Boat No. 1, Water Police. Do. Do. Do. Do. Do. Do.

5th Race.—2.30 p.m. Ladies' Prize.—Presented by the Ladies of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. BOAT NO. 3.

Station No. 1.—White and pink. st. lbs.

Bow...C. König ..... 10 0

2...G. E. Pappier ..... 11 0

3...W. Armstrong ..... 13 0

Stroke...W. O. Köhler ..... 12 7

Cox...H. W. Kennett ..... 10 0

Boat No. 2.

Station No. 4.—Green and white. st. lbs.

Bow...F. M. Réza Pereira ..... 10 0

2...R. C. Witchell ..... 10 0

3...A. A. Alves ..... 11 0

Stroke...R. Lapsley ..... 11 4

Cox...C. H. W. Kew ..... 10 0

Boat No. 4.

Station No. 5.—Green and white. st. lbs.

Bow...H. N. Ferrers ..... 10 1

2...C. König ..... 11 6

3...H. Brandes ..... 11 3

Stroke...A. Tolcke ..... 10 11

Cox...B. S. Browne ..... 10 0

Won by three-quarters of a length.

Time, 7 min. 35 secs.

Boys' Race.—Pair Oars\* (Open to all school's in the Colony). Half-mile. Each School to be represented by one crew only. Age 15 and under. Entrance free. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. QUEEN'S COLLEGE.

Station No. 1.—White and Dark Blue Band, Powerful.

Bow...H. Bunji ..... 10 1

Stroke...E. Bonji ..... 10 2

Cox...H. C. Sayer ..... 10 0

2. DIOCESAN SCHOOL.

Station No. 2.—Dark blue.

Terrible.

Bow...S. Mathews ..... 10 1

Stroke...C. Aluminingburg ..... 10 0

Cox...G. Witchell ..... 10 0

3. ST JOSEPH'S COLLEGE.

Station No. 3.—White and Ila's Sash.

Jubilee.

Bow...F. M. Pinedios ..... 10 1

Stroke...J. M. Kocha ..... 11 3

Cox...C. S. Alves ..... 10 7

4. BOAT NO. 2.

Station No. 4.—Green and white. st. lbs.

Bow...A. Tolcke ..... 10 11

2...G. H. Edwards ..... 11 3

3...C. McI. Messer ..... 12 7

Stroke...H. L. Bingay ..... 12 3

Cox...C. S. Alves ..... 10 0

Won by 1½ lengths. Time, 5 min. 10 secs.

COOTAM & CO. FOR TRESS'S STRAW and FELT HATS.

A SK for ASAHI JAPANESE BEER—

G. Girault.

## ROSE.

Station No. 2.—White crimson and blue sash.

st. lbs.

Bow...G. H. Rubie ..... 9 12

2...R. Lapsley ..... 11 4

3...J. Millar ..... 10 11

Stroke...A. E. Alves ..... 11 11

Cox...C. M. S. Alves ..... 10 0

## THISTLE.

Station No. 3.—Dark blue and light blue.

st. lbs.

Bow...F. D. Bain ..... 9 4

2...J. H. R. Hance ..... 10 2

3...A. Humphreys ..... 11 6

Stroke...E. Herbst ..... 10 0

Cox...S. A. Seth ..... 10 0

## BOAT NO. 1.

Station No. 4.—Red and blue. st. lbs.

Bow...C. V. Bland, R. A. ..... 10 8

2...A. D. Chanter, R. A. ..... 10 5

3...E. Fanshaw, R. A. ..... 10 10

Stroke...E. Myles, R. A. ..... 11 8

Cox...M. A. Strova, R. A. ..... 10 0

Won by 1½ length on 7 mins. 44 secs.

## THE PACIFIC MAIL S.S. "KOREA."

The Lusitano Cup will be rowed for at 4.30 p.m. to-morrow.

At the conclusion of the sports, Lady Blake presented the prizes to the successful competitors, and also handed to Captain Readie, of the flagship *Daylight*, several pieces of silver plate, as a mark of the appreciation of the Regatta Committee in placing the ship at their disposal. Three cheers were accorded to Lady Blake who was then presented with a handsome bouquet. H. E. the Governor, Hon. F. H. May, C.M.G., the chairman, and the popular secretary, Mr. J. W. White were also cheered.

## GIANT OF THE PACIFIC.

Too much cannot be said of a good thing, and when one refers to the largest merchant steamship trading to these waters it certainly deserves more than a passing comment. The *Korea* is not only the 'giant of the Pacific' but also the record breaker of the Oriental-Occidental run, and has shortened the trans-Pacific voyage from Yokohama to San Francisco by no less than 48 hours. The following is taken from the ship's log-book on her first homeward voyage from Yokohama to San Francisco; sailed, October 18th, 12.45 p.m.; arrived, October 28th, 10.30 a.m.—

Date. Time on to Day's run Av. per hour knots. Date. Time on to Day's run Av. per hour knots.

Oct. 19..... 22.37 394 17.4

" 20..... 23.30 419 17.85

" 21..... 23.25 424 18.1

" 22..... 23.21 412 18.

" 23..... 23.20 414 17.75

" 23..... 23.17 419 18.

" 24..... 23.18 412 18.11

" 25..... 23.20 430 18.64

" 26..... 23.24 414 17.69

" 27..... 23.27 392 16.7

" 28..... 23.34 381 17.6

Great activity prevailed yesterday afternoon, when the ship was thrown open to public between the hours of two and five. Launch after launch at short intervals conveyed sightseers to the monarch of American marine-architecture, and all were not only delighted but astonished with the unique combination of originality and beauty. Mr. T. D. McKay, general passenger agent, received the visitors and presented each with a pretty little photograph of the *Korea* as a souvenir of the occasion. He was to be seen everywhere leading people along to the refreshment room or accompanying them from the pinnacle of the standard compass to the magnificent internal passenger accommodation. In spite of the event clashing with the Regatta hundreds of people went off in the ship, and at times visitors turned up in such numbers that they had to wait their turn for a launch. Everyone commented on the fittings being such a contrast to those of our other levantine visitors built in England and Germany which are really like many relations. The cabins, fitting's, beds, furniture, baths and car's, all seem to be of a new improved pattern and the suites of rooms, consisting of a bed-room, sitting-room, bathroom and lavatory, give travellers far more privacy than they could enjoy in a first class hotel; in fact, a great portion of the vessel seems to be simply cut up into so many houses. In the first saloon dining room the panelling is inlaid with beautiful oil paintings, and to convey an idea as to size, it will be sufficient to observe that it extends the whole breadth of the ship and seats 202 persons. The music and smoking rooms also are so different to the accommodation in this respect seen on other vessels; seats are so broad, the room so cheerful, and, at the same time, there is an entire absence of gaudy coloured tiles &c, which give otherwise comfortable rooms such a common appearance. Great points in the *Korea's* internal adornment lie in its practicality and simplicity. Good polished teak and mahogany and snow white paintwork surround velvet cushioned settees and lounges, and bright new Brussels carpets on the deck need no adornment. The *Korea* is a vessel of 11,300 gross tons, 530 ft between perpendiculars, 63 ft moulded beam and 41 ft in depth. She has four tiers of beams, three decks, double bottom water ballast tanks and is fitted with ten water-tight bulkheads. The life-boats which are carried swung out ready for lowering are on the boat-deck level, thus leaving the spacious promenade hurricane deck unimpeded. The engines consist of two four-cylinder, vertical inverted, quadruple expansion; cylinders 35, 50, 70 and 100 inches diameter; and stroke 66 inch. At 86 revolutions per minute and 1750 l.h.p. a speed of 18 knots is obtained. The propellers are 19 ft. 6 in. in diameter. Their accommodation on board for 200 first-class passengers, 62 white steerage, 100 Chinese steerage and 236 crew.

Station No. 5.—Green and White.

st. lbs.

Bow...N. H. Alves ..... 10 8

2...A. E. Agger ..... 9 4

3...A. Humphreys ..... 11 6

Stroke...C. E. Hance ..... 11 11

Cox...F. W. White ..... 10 0

Boat No. 1.

Station No. 5.—Green and White.

st. lbs.

Bow...E. Judds ..... 10 1

2...R. Curt ..... 10 4

3...W. Armstrong ..... 10 0

Stroke...E. G. Smith ..... 10 0

Rose.

## Shipping—Steamers.

## OCEAN STEAM SHIP CO., LIMITED.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	" T'DEUS "	On 13th December.
"	" TELEMACHUS "	On 31st
"	" PROMETHUS "	On 8th January.
"	" PYRHEUS "	On 14th.
"	" DIOMEDE "	On 28th
HOMEBWARDS.	STEAMERS	TO SAIL
FOR LIVERPOOL DIRECT	" ALCINUS "	On 15th December.
(Taking Cargo at London Rates)	" ULYSSES "	On 23rd December.
AMSTERDAM and LONDON	" PELEUS "	On 6th January.
LONDON	" ANTENOR "	On 20th January.
LIVEPOOL	" TYDEUS "	On 20th January.
(Taking Cargo at London Rates)		

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th December, 1902.

Shipping  
STEAMERS.TOYO KISEN KAISHA,  
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA,

IN 48 HOURS.

THE Company's well-known Steamship

" ROSETTA MARU "

3,876 Tons,

Captain N. Tate, will be despatched hence for

MANILA, TO-MORROW, the 13th instant,

at Noon.

To be followed by

" ROHILLA MARU "

on or about 10th instant.

Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivalled speed.

Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Buildings,

Ice House Street,

Hongkong, 12th December, 1902. [1389d]

NAVIGAZIONE GENERALE ITALIANA,

(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamer to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

" CAPRI "

Captain Belisito, will be despatched as above

TO-MORROW, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 12th December, 1902. [1343d]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

" HAIIOLONG "

Captain Gibson, will be despatched for the

above Ports, TO-MORROW, the 13th instant,

at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK &amp; Co.,

General Managers.

Hongkong, 12th December, 1902. [1355d]

COMPTAGNIE DES MESSAGERIES

MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

" LAOS "

Captain Flandin, will be despatched for the

above Ports on or about MONDAY, the 15th

instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th December, 1902. [1004c]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

" LIGHTNING "

Captain J. G. Spence, will be despatched for the

above Ports on WEDNESDAY, the 17th instant,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON &amp; Co., LIMITED,

Agents.

Hongkong, 11th December, 1902. [1353d]

For full Particulars, &amp;c., &amp;c., Apply to

W. STUART HARRISON,

M.A.M. INST. C.E.,

Manager.

Hongkong, 14th October, 1902. [29]

Trained Mechanicians sent to Out-Ports to fit

up Installations if required.

Estimates given for all kinds of Electrical

work.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Trained Mechanicians sent to Out-Ports to fit

up Installations if required.

Estimates given for all kinds of Electrical

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Trained Mechanicians sent to Out-Ports to fit&lt;/div

## Post Office.

A Mail will close—  
For Canton—Per *Hankow*, to-morrow, the 13th instant, at 7 A.M.  
For Singapore, Penang and Bombay—Per *Capri*, to-morrow, the 13th instant, at 10 A.M.  
For Manila—Per *Rosita Maru*, to-morrow, the 13th instant, at 10 A.M.  
For Moji—Per *Tsurugisan Maru*, to-morrow, the 13th instant, at 10 A.M.  
For Amoy—Per *An Tho*, to-morrow, the 13th instant, at 10 A.M.  
For Moji—Per *Taurus*, to-morrow, the 13th instant, at 10 A.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, to-morrow, the 13th instant at 11 A.M.  
For Bangkok—Per *Loyal*, to-morrow, the 13th instant, at NOON.  
For Macao—Per *Keenishan*, to-morrow, the 13th instant, at 1:15 P.M.  
For Shanghai—Per *Kwan-lie*, to-morrow, the 13th instant, at 2 P.M.  
For Namao—Per *Faile*, to-morrow, the 13th instant, at 3 P.M.  
For Shanghai—Per *Loong-moon*, to-morrow, the 13th instant, at 3 P.M.  
For Singapore, Samarang and Sourabaya—Per *Ulabrau*, to-morrow, the 13th instant, at 4 P.M.  
For Singapore, Samarang and Sourabaya—Per *Lena*, to-morrow, the 13th instant, at 4 P.M.  
For Haiphong—Per *Apsende*, to-morrow, the 13th instant, at 4 P.M.  
For Chefoo—Per *Pygoo*, to-morrow, the 13th instant, at 4 P.M.  
For Swatow and Shanghai—Per *Ha-kuang*, to-morrow, the 13th instant at 5 P.M.  
For Swatow, Amoy and Tamsui—Per *Daiji Morn*, to-morrow, the 13th instant, at 5 P.M.  
For Kunchuck and Sam-shui—Per *Tung-kong*, on Sunday, the 14th instant, at 9 A.M.  
For Canton—Per *Petron*, on Sunday, the 14th instant, at 9 A.M.  
For Europe, &c., India, via Tunicorin—Per *Indus*, on Monday, the 15th inst., at 11 A.M.  
For Sandakan—Per *Mhsing*, on Monday, the 15th instant, at 3 P.M.  
For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Kinsu Maru*, on Tuesday, the 16th instant, at 3 P.M.  
For Shanghai—Per *Weesung*, on Tuesday, the 16th instant, at 4 P.M.  
For Chefoo and Chin-wantun—Per *Huan*, on Tuesday, the 16th instant, at 4 P.M.  
For Manila—Per *Rubi*, on Wednesday, the 17th instant, at 10 A.M.  
For Europe, &c., India, via Tunicorin—Per *Bengal*, on Saturday, the 20th inst., at 11 A.M.

## PROJECTED SAILINGS.

DESTINATION	VESSELS	DATE
Anping, &c.	Maiduru Maru	Dec. 24
Amoy, &c.	Kweiyang	Dec. 22
Bombay, &c.	Bonbury Maru	Jan. 2
"	apri	Dec. 13
Bremen, &c.	Sachsen	April 15
"	Kiautschou	Mar. 29
"	Bierm	Dec. 24
"	König Albert	Jan. 7
"	Prinzess Irene	Jan. 21
"	Deussen	Mar. 4
"	Darmstadt	Feb. 4
"	Karlsruhe	Feb. 18
"	Hamburg	Mar. 18
"	Prinz Heinrich	April 1
Chelon, &c.	Hannover	Dec. 16
Flume, &c.	Vindobona	Dec. 18
Havre & Hamburg	Nippon Maru	Dec. 17
"	Suevia	Dec. 17
"	Strasburg	Dec. 31
"	Nürnberg	Jan. 13
"	Silesia	Jan. 27
"	Wu-chung	Feb. 10
"	C. Fred. Læisz	Feb. 24
Japan	Tambu Maru	Dec. 16
"	Yiwata Maru	Dec. 27
Kobe & Yokohama	Sanuki Maru	Jan. 2
Liverpool	Alecrim	Dec. 13
"	Tydeus	Jan. 20
London	Bengal	Dec. 20
"	Pelus	Jan. 6
"	Antenor	Jan. 20
"	Ulysses	Dec. 23
Marseilles, &c.	Malta	Mar. 28
"	Kang-wan Maru	Dec. 13
"	Sado Maru	Dec. 27
"	Indus	Dec. 15
"	Teekai	Dec. 20
"	Oopack	Jan. 16
Manila	Ufiro	Dec. 24
"	Rubi	Dec. 17
"	Choh Ila Maru	Dec. 19
"	Rosetta Maru	Dec. 13
New York	Orono	Dec. 10
"	Adria	Dec. 30
Portland, (Or.)	Indrasamha	Dec. 20
San Francisco, &c.	Indrawelli	Jan. 14
"	Nippon Maru	Jan. 24
"	Siberia	Feb. 3
"	Galle	Dec. 23
"	Coptic	Feb. 10
"	Korea	Dec. 13
"	Hongkong Maru	Dec. 31
China	Doric	Jan. 17
"	America Maru	Feb. 20
Shanghai	Bällaart	Dec. 20
"	Lans	Dec. 15
"	Woosung	Dec. 16
"	Chihli	Dec. 17
Singapore, &c.	Lightning	Dec. 17
Swatow, &c.	Juijin Maru	Dec. 21
"	Daiji Maru	Dec. 14
"	Hailoong	Dec. 13
"	Chingtu	Dec. 29
"	Taiyuan	Jan. 20
"	Psinan	Feb. 16
"	Changsha	Mar. 7
"	Sm. re.	Dec. 12
Vancouver, &c.	Kumano Maru	Jan. 1
"	Empress of Japan	Dec. 17
"	Empress of China	Jan. 14
"	Empress of India	Dec. 31
"	Thienian	Dec. 31
"	Tartar	Dec. 25
"	North China	Dec. 27
Victoria, B.C.	Facona	Dec. 17
"	Victoria	Jan. 3
"	Tremont	Dec. 30
"	Kinsu Maru	Dec. 16
"	Ishinano Maru	Dec. 30
Vakubaru, &c.	Canton	Dec. 14

## VISITORS AT THE HONGKONG HOTEL.

Acheson, J. Keney, T.  
Allen, W. S. Longino, Mr. and Mrs.  
Andrews, Mrs. P. and T. C.  
child Longmire, J. D.  
Anderson, Mr. & Mrs. F. Macgowan, R. T.  
Bailey, W. S. Macdonald, Mr. and  
Baring, M. Mrs. F. T.  
Bell, J. T. Murchison, A. C.  
Black, J. McBride, F. H.  
Black, R. W. McBride, H. H.  
Blackwell, R. A. Milton, Mr. and Mrs.  
Bougan, Mr. & Mrs. R. Murphy, Mr. and  
Inman, Mrs. E. O.  
Bonner, E. Nervegna, N.  
Bonnet, F. Newson, F. W.  
Borthwick, Mr. & Mrs. North, R. M. G. J.  
R. W.  
Bowers, Dr. F. H. Olise, " "  
Brown, J. W. Oshorn, Mrs.  
Brown, M. S. Ozawa, L.  
Carter, F. S. Poole, S. D.  
Casswell, Capt. & Mrs. Hutton, " "  
and maid Prevost, Mrs. L.  
Clark, Hon. Dr. F. Railton, W. A.  
Clark, W. J. Rankin, J.  
Clark, F. S. Reeve, Miss.  
Colson, J. S. Reeve, Mrs. J. A.  
Cole, G. E. Richards, J.  
Cob, S. H. Rosenthal, H. S.  
John, Mr. & Mrs. N. Russell, Wm.  
Cox, R. Salkeld, Mr. and Mrs.  
Crago, Dr. J. M. A. S.  
Crespin, Mr. Shatto, Mrs. C. R.  
Derby, F. W. Sheriff, Mrs.  
Davis, (2), Misses Skott, C.  
Dempsey, F. H. Snewin, E. A.  
Dewitt, Mrs. Stohp, A.  
Downing, T. C. Terkelson, O.  
Dye, G. de la Tobry, E. C.  
Edwards, F. W. Townsend, Mr. and  
Mrs. W. R. W.  
Evans, N. G. Trowbridge, C. R.  
Ferreira, C. M. Turnbull, W.  
Fisher, H. G. Uffel, V. von.  
Gayoso, J. L. Warren, Mr. and Mrs.  
Geissler, Mrs. Watkins, C. A.  
Glover, C. Webster, Miss N. M.  
Grant, John Weversberg, C.  
Hamilton, Mr. & Mrs. W.  
Hayter, A. Whitley, W. J.  
Heckford, R. G. Whitton, Mrs. A. M.  
Heiss, Mrs. S. Wigmore, H. L.  
Henderson, Mrs. F. Whitton, William, A.  
Hollingsworth, A. Whitman, Capt. & Mrs.  
Howard, Thos. Woodward, T. E.  
Humphrey, A. L. Woolmer, Mr. & Mrs.  
Hunter, Dr. W. Wrenn, J. W.  
Jameson, Mrs. Wright, Col. W. F.  
Joseph, Mr. and Mrs. Yees, Mr. and Mrs.  
Katsch, E. A. Zobell, E.

## VISITORS AT THE KOWLOON HOTEL.

Back, Stanley Dow, J. C.  
Allen, W. S. Jack, A. W.  
Biggs, Miss V. F. Nobbs, A. P.  
Casswell, Capt. & Mrs. O'Leary, U.S.N.  
maid and child master and Mrs.  
Crockett, Capt. child and amah  
Crockett, Miss Price, F. H.  
Drake, U.S.A. Vernon, Miss J.  
Drake, U.S.A. Condr. Vernon, Miss F. J.  
and Mrs. F. J.

## VISITORS AT THE QUEEN'S HOTEL.

Andrews, Mr. and Mrs. Loges, Mr.  
and 2 children Mangelsdorff, E.  
Bernacconi, G. Nakashima, K.  
Edwards, J. Mrs. Redfern, Mrs. J. R. and  
Houghton, Mrs. 2 children  
Küng, Carl Symington, J. R.  
Key, Dr. Key, Mr. and Mrs. Wissinger, Capt. & Mrs.  
and 2 children "

## CHINA COAST METEOROLOGICAL REGISTER.

December 10th, 1902, p.m.

STATION	HOURLY	BAROM.	TEMP.	HUMID.	DIREC.	FORCE	WEATHER.
Wladivostock	p.m.	30.32	-	80	NE	0	o
Nemuro	"	30.35	-	80	NE	0	o
Hakodate	"	30.40	-	80	NE	0	o
Tokio	"	30.36	-	80	NE	0	o
Kochi	"	30.33	-	80	NE	0	o
Nagasaki	"	30.11	-	80	NE	0	o
Kagoshima	"	30.07	-	80	NE	0	o
Oshima	"	29.92	-	80	NE	0	o
Naha	"	29.97	-	80	NE	0	o
Ishigakijima	"	29.97	-	80	NE	0	o
Taihoku	"	29.98	-	80	NE	0	o
Tai-chu	"	29.87	-	80	NE	0	o
Tai-nan	"	29.86	-	80	NE	0	o
Kushion	"	29.88	-	80	NE	0	o
Pescadores	"	29.91	-	80	NE	0	o
Gutzaff	3 p.m.	30.19	57	69	NE	3	cv
Amoy	"	30.03	59	91	NE	4	o
Swatow	3 p.m.	30.03	60	80	NE	1	o
Canton	4 p.m.	29.95	68	82	NE	1	o
Hongkong	10 a.m.	29.95	70	82	NE	1	o
Victoria Peak	"	29.93	70	82	NE	1	c
Gap Rock	"	29.94	68	82	NE	1	c
Macao	"	29.94	68	82	NE	1	c
Hai-phong	"	29.95	68	82	NE	1	c
Manila	"	29.80	86	71	W	1	cc
Malate	9 a.m.	30.28	59	76	NE	4	cv
Bacolod	"	29.90	83	76	NE	2	b
Iloilo	"	29.79	88	82	NE	2	b
Cebu	"	29.90	85	84	N	2	b
C. St. James	10 a.m.	—	—	—	—	—	—

December 11th, 1902, a.m.

Wladivostock	7 a.m.	—	—	—	—	—	—
"	6 a.m.	30.51	—	80	NE	2	o
"	5 a.m.	30.48	—	80	NE	2	o
"	4 a.m.	30.45	—	80	NE	2	o
"	3						

Gentlemen's  
Outfitting  
Department  
Now Open.  
  
28, Queen's Road  
Opposite  
Hongkong Hotel.

# WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

Gentlemen's  
Outfitting  
Department  
Now Open.  
  
28, Queen's Road  
Opposite  
Hongkong Hotel.

## POWELL'S GRAND 'XMAS SHOW

OF UP TO DATE NOVELTIES. WONDERFUL STOCK OF NEW TOYS AND GIFTS.  
HUNDREDS UPON HUNDREDS OF MARVELLOUS MECHANICAL TOYS.  
SPLENDID SELECTION OF USEFUL AND PRETTY PRESENTS,

### NOW ON SHOW

at 34, Queen's Road Central, Hongkong. Opposite Post Office, 1st Floor.

## DOLLS! DOLLS!! DOLLS!!!

RAG DOLLS, STONE DOLLS, WAX DOLLS, KID DOLLS, DRESSED DOLLS, DOLLS THAT WALK, DOLLS THAT SLEEP,  
DOLLS THAT TALK, AND DOLLS THAT SQUEAK. DOLLS-HOUSES, FURNITURE, TEA SETS, DINNER SETS,  
WASHING SETS, TOILET SETS, AND BEDS, PRAMS, CRADLES, AND MAIL CARTS, BARROWS, AURIEL  
CARS, BICYCLE HORSES, TRICYCLES, ROCKING HORSES, WOOD TRAINS, TIN TRAINS, STEAM ENGINES,  
AIR GUNS, TRUMPETS. BRICKS, GAMES, HORSES AND CARRIAGES, MAIL COACHES, SCALES. ALL KINDS  
OF WOOL, SKIN, AND WOOD ANIMALS. TENNIS BATS, CORNETS, HARMONICS, PIANOS. SOLDIERS  
INFANTRY, CAVALRY, ARTILLERY, CORONATION PROCESSIONS. DRUMS, SWINGS, CLOWNS, ORGAN  
BARROWS, RACE GAMES, CLOTH TOYS, TOOLS, PLUSH TOYS, NOAH'S ARKS, CROCODILES, STABLES-CLOCK  
WORK TRAINS ON LINES, AIR TOYS. GOATS, CAMELS, DOGS, MONKEYS, RABBITS. NAVAL REVIEWS,  
STELLA GAMES, FORTS, BALANCE TOYS, SHOOTING GAMES, FROG GAMES, CANNONS, TUMBLE TOYS,  
CHINESE DOLLS, METAL FURNITURE, SHOES AND SANDLES, DOLLS' TRUNKS, AND TROUSSEAU, HOPLA  
GAME, DRAUGHTS-MEN, CHESS, DOMINOES, FOOTBALLS, TABLE GOLF, ALL KINDS OF GAMES.  
NIGGERS, TIGERS, SPRING TOPS, PAINT BOXES, WHIPS, DRAWING SLATES, SWING COTS.

LARGE DOLLS, AND ROCKING HORSES, BICYCLE HORSES, MAIL CARTS AND PRAMS.

## USEFUL PRESENTS.

WRITING CASES, FANS, GLOVE AND HANDKERCHIEF CASES, ELECTRO-PLATE WARE, GLOVES, LACE COLLARS,  
RICH FURS, DRESSING CASES, BRUSHES, CIGAR AND CIGARETTE CASES, LADIES' COMPANIONS, PHOTOGRAPH  
ALBUMS, FANCY PIN CUSHIONS, NIGHT DRESS CASES, HEAD RESTS, SILK LOUNGE CUSHIONS, INK  
STANDS, CHATELAINE BAGS, LACE TIES, PURSES, CARD CASES, UMBRELLAS, JEWEL CASES  
TRINKET BOXES, WAIST BELTS, HAND MIRRORS, AND HUNDREDS OF OTHERS.

TIES, HANDKERCHIEFS, SETS OF STUDS, LINKS, TRAVELLING RUGS, UMBRELLAS, WALKING STICKS  
AND GLOVES FOR GENTLEMEN

at 28, Queen's Road Central.

December 3rd.

R. G. HECKFORD,  
MANAGER